

a fixedly mounted slide track, wherein the wing is displaced in the slide track guided by cam rollers of at least one reel car,

an electric drive unit for driving the wing arranged on a fixedly mounted carrier, or on a part connected therewith, having an electric drive motor,

as well as several electric functional units, which include one of, power supply units, locking devices and emergency power supply units, arranged on a fixedly mounted carrier,

a bus arrangement, which is configured for data or signal transmission between the electric functional units or between the electric functional units and the drive unit,

and wherein

the slide track or a part connected to the slide track, which include, a housing of the drive, has a groove for holding the bus arrangement.

41 42. (New) Automatic door or window system according to claim 40, wherein the bus arrangement is arranged on or in the slide track or on a part connected to the slide track.

41 43. (New) Automatic door or window system according to claim 40, wherein the bus arrangement extends in the axial direction

of the slide track over a large part of the length of the slide track .

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40, 43. (New) Automatic door or window system according to claim 40, wherein the bus arrangement is configured so that the electric functional units are optionally arranged in an axial position to the bus arrangement.

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40, 44. (New) Automatic door or window system according to claim 40, wherein the bus arrangement has a ribbon cable.

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40, 45. (New) Automatic door or window system according to claim 40, wherein the slide track has a profile housing which is one of rectangular, U-shaped or L-shaped in cross section, which is configured as a box-shaped profile housing.

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40, 46. (New) Automatic door or window system according to claim 40, wherein at least one of the electric functional units has a clamping arrangement for the connection of the electric functional unit on the bus arrangement.

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40, 47. (New) Automatic door or window system according to claim 40, wherein the clamping arrangement is configured on the

electric functional unit to be attached to or be one piece with said electric functional unit.

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~~46~~, (New) Automatic door or window system according to claim 49, wherein the clamping arrangement is configured separately and is connected via an electric cable to the electric functional unit .

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~~48~~, (New) Automatic door or window system according to claim 50, wherein the clamping arrangement has at least one contacting dome which is automatically produced when the clamping arrangement is mechanically attached to the bus arrangement.

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~~48~~, (New) Automatic door or window system according to claim 51, wherein the clamping arrangement is configured so as to be asymmetric to provide a connection to the bus arrangement which is free of polarity inversions.

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~~40~~, (New) Automatic door or window system according to claim 52, wherein the bus arrangement has at least one electric line.

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~~40~~, (New) Automatic door or window system according to claim 53, wherein the bus arrangement has an elastic rubber-like

isolation, in which elastic line or the electric lines are guided.

53. (New) Automatic door or window system according to claim

52, wherein the elastic rubber-like isolation is configured to automatically cover an area of a contact point after removal of a contacting domes.

54. (New) Automatic door or window system according to claim

40, wherein the bus arrangement has a mechanical attachment fixture for mechanically fixing the electric functional units.

55. (New) Automatic door or window system according to claim

54, wherein the clamping arrangement is configured so that the electric connection to the bus arrangement takes place simultaneously with the mechanical fixing of the electric functional units to the mechanical attachment fixture.

56. (New) Automatic door or window system according to claim

54, wherein the clamping arrangement is configured as a part of the mechanical attachment fixture or replaces said mechanical attachment fixture.

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57. (New) Automatic door or window system according to claim 54, wherein the bus arrangement has a two-wire bus whereby the bus arrangement is configured for data and signals transmission and power supply via the same electric lines.

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40. (New) Automatic door or window system according to claim 40, wherein the bus arrangement has a multiwire bus.

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40. (New) Automatic door or window system according to claim 40, wherein the bus arrangement is configured for connection to a building control system.

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40. (New) Automatic door or window system according to claim 40, wherein the slide track is configured so as to be electrically conducting and has a part of the bus arrangement.

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40. (New) Automatic door or window system according to claim 40, wherein the bus arrangement is configured for connection to the electric functional units having integrated intelligence.

41 63
40. (New) Automatic door or window system according to claim 40, wherein at least one of the electric functional units has integrated intelligence.

21/ 63/ 63. (New) Automatic door or window system according to claim 41/ 40, wherein the electric drive unit is configured as a bus master.

65/ 64. (New) Automatic door or window system according to claim 41/ 40, wherein the electric drive unit has an electric control unit and at least one drive motor controlled by the control unit.

66/ 65. (New) Automatic door or window system according to claim 41/ 40, wherein the electric drive unit is configured for at least one of automatically recognizing, addressing, programming, initializing, and inquiring the connected electric functional units.

67/ 66. (New) Automatic door or window system according to claim 65/ 64, wherein the control unit is connected to the bus arrangement.

68/ 67. (New) Automatic door or window system according to claim 65/ 64, wherein the control unit coacts with the bus arrangement and is configured for at least one of automatically recognizing, addressing, programming, initializing, and inquiring the electric functional units connected to the bus arrangement.

68. (New) Automatic door or window system according to claim 41 40, wherein at least one of the electric functional units has a response unit which is configured so as to be automatically at least one of recognized, addressed, programmed, initialized, and inquired.

69. (New) Automatic door or window system according to claim 41 40, wherein one of the electric functional units is configured as a redundant safety device for monitoring or replacing the control unit of the drive unit.

70. (New) Automatic door or window system according to claim 41 40, wherein at least one of the electric functional units has a monitoring device, which is configured for one of monitoring of the electric functional unit, for transmitting status messages and for transmitting error messages.

71. (New) Automatic door or window system according to claim 41 40, wherein one of the electric functional units is configured as an intelligent terminal field for connecting conventionally wired components.

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72. (New) Automatic door or window system according to claim 40, wherein one of the electric functional units is configured as a sensor device.

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72. (New) Automatic door or window system according to claim 72, wherein the sensor device is configured so as to be programmable or adjustable.

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72. (New) Automatic door or window system according to claim 72, wherein the sensor device is configured so as to be programmable or adjustable, whereby a sensitivity or directional characteristic of the sensor device is adjustable via the bus arrangement.

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75. (New) Automatic door or window system according to claim 40, wherein an operating arrangement is provided, which has a controller and is arranged outside of the housing.

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76. (New) Automatic door or window system according to claim 75, wherein the operating arrangement is configured for connection to the bus arrangement.

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78. (New) Automatic door or window system according to claim 76, wherein the operating arrangement is configured for at least

one of adjustment, programming of parameters or modes of operation, and display or storage of status messages or services data.

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40, ⁷⁸ (New) Automatic door or window system according to claim 40, wherein at least two of the functional units can be optionally selected or combined with each other to produce different embodiments of sliding door drives.

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46, ⁷⁹ (New) Automatic door or window system according to claim 46, wherein the clamping arrangement is a suspended clamping arrangement.

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46, ⁸⁰ (New) Automatic door or window system according to claim 46, wherein the clamping arrangement is one of screwable clamping arrangement and a clippable clamping arrangement.

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57, ⁸¹ (New) Automatic door or window system according to claim 57, wherein the two-wire bus is a CE bus.

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57, ⁸² (New) Automatic door or window system according to claim 57, wherein the two-wire bus is a LON powerline.

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83. (New) Automatic door or window system according to claim

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58, wherein the multiwire bus is a ASI.

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84. (New) Automatic door or window system according to claim

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58, wherein the multiwire bus is a CAN.

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85. (New) Automatic door or window system according to claim

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59, wherein the building controls system is a EIB.

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86. (New) Automatic door or window system according to claim

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40, wherein the bus arrangement is configured for connection to the electric functional units without integrated intelligence.

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87. (New) Automatic door or window system according to claim

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40, wherein at least one of the electric functional units has a microprocessor.

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88. (New) Automatic door or window system according to claim

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64, wherein the electric control unit has a microprocessor.

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89. (New) Automatic door or window system according to claim

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72, wherein the sensor device is a motion sensor.

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73 90. (New) Automatic door or window system according to claim
72, wherein the sensor device is a photoelectric barrier.

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91. (New) A drive for an automatic door system with a
displaceable driven wing, comprising:

a fixedly mounted side track wherein the wing is
displaceably guided in the slide track via cam rollers of at
least one reel car,

an electric drive unit for driving the wing operatively
arranged on the slide track which has an electric drive motor,

at least two electric functional units, which are at
least one of a power supply unit, a locking device and an
emergency power supply unit, operatively arranged on the side
track, and

a bus arrangement, which is configured for data and
signal transmission between the electric functional units,

wherein a housing of the drive is connected to the
slide track, and the slide track has a groove for holding the bus
arrangement.

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92. (New) A drive according to claim 91, wherein the groove
is on the housing.

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conf ~~93~~. (New) A drive according to claim ~~91~~, wherein the bus arrangement is configured for data and signal transmission between the electric functional units and the drive unit.

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~~94~~. (New) A method of making an automatic door system with a sliding door drive and a displaceable driven wing, comprising:

providing said sliding door drive,

fixedly mounting a slide track as part of said drive so that the wing is displaceable in the slide track guided by cam rollers of at least one reel car,

arranging an electric drive unit for driving the wing on the fixedly mounted slide track which has an electric drive motor,

providing at least two electric functional units which include one of power supply units, locking devices and emergency power supply units, arranged on the slide track, and

providing a bus arrangement which is configured for data or signal transmission between the electric functional units or between the electric functional units and the drive unit,

wherein the slide track has a groove for holding the bus arrangement.